

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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SATURDAY, JANUARY 14, 1905.

六月

號四十月正英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO, KOBE,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENTSIN, NEWCHWANG,
PEKING, DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 7th November, 1904. [20]

HONGKONG AND SHANGHAI
BANKING CORPORATION:
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. Hon. R. Shawan.
Hon. W. J. Gresson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 20th August, 1904. [22]

HONGKONG—SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
Cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE
DEUTSCH ASIATISCHE BANK.
AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow
Tientsin Tsinling (Kiautschou)

LONDON BANKERS:
Messrs. M. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS a
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th Nov., 1904. [25]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS FOR THE UNITED STATES
IN CHINA AND THE PHILIPPINE ISLANDS.

CAPITAL AND SURPLUS
AUTHORISED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,947,200
RESERVE FUND GOLD \$ 3,947,200

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and
accepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager,

20, Des Voeux Road,
Hongkong, 3rd January, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI Taels:
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENTSIN,
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH,
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3½ per Annum Fixed Deposits for 3 months.
4½ " " 6 " 6 "

E. W. RUTTER,
Manager,

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$800,000
RESERVE FUND \$800,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 " 3 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

FINEST
COD LIVER OIL.

HIGHLY recommended for COUGHS,
COLDS, and all affections of the
Chest and Lungs. It is highly nutritious, and,
in fact, acts as a food, especially in cases of
Consumption and wasting diseases.

IN BOTTLES AT \$1, 1.75, AND 3.00 EACH.

THE PHARMACY,
房藥大法中

56, QUEEN'S ROAD CENTRAL,
Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 20th December, 1904. [43]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Choo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maldura, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sayete, Muko, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miiko, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura,
Oonara, Oiwa, Sashana, Tsubakuro, Yoshiotani, Yoshie, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

Stamps.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { SIMLA { About 15th Freight and
F. R. Summers } January Passage.

MARSEILLES, LONDON and
ANTWERP (Direct), VIA SINGA-
PORE, PENANG, COLOMBO, { PALAWAN { About 18th Freight and
PORT SAID & MARSEILLES } January Passage.

YOKOHAMA VIA SHANGHAI, { FORMOSA { About 24th Freight and
(Passing through the Inland Sea). B. H. W. Snow } January Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent. [2]

Hongkong, 14th January, 1905.

75]

Intimations.

The King

Among scientifically condensed foods is Bovril.
In the smallest possible bulk Bovril has every
virtue a true food should possess—it is nourishing
and strengthening—it is a stimulant, and a
warmth-giver; and, besides being very appetising,
is thoroughly digestible. Bovril is a great help
to the cook, too.



IND COOPE'S STOUT.

A Light Stout of exquisite flavour, specially
suitable for this climate.

Per Dozen Pints - - - \$2.35.

H. PRICE & CO.,
12, QUEEN'S ROAD,
Sole Agents.

Hongkong, 6th January, 1905. [36]

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra-Special \$16.00 per case 12/1

White Label \$24.00 " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17E, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & CO.,

ESTABLISHED 1859.

辟利廣

FENDER'S
SCUTTLES,
FIRE HANDS,
WARMING STOVES,
COOKING RANGES, ETC.,
BRASS AND IRON BEDSTEADS, BEDDINGS, BLANKETS, COUNTERPANES,
SHEETINGS, HOUSEHOLD LINENS, ETC.

17A, Queen's Road, Central. Telephone 256.

Hongkong, 4th January, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

Shipping-Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons, Captain H. D. Jones.
 " " "POWAN" 2,338 " R. D. Thomas.
 " " "FATSHAN" 2,260 " W. A. Valentine.
 " " "HANKOW" 3,073 " C. V. Lloyd.
 " " "KINSHAN" 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2:00 P.M.

Departures on Sundays at 12:30 P.M.

Departures from Macao to Hongkong daily at 8:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K.C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain J. Wilcox.

" " "NANNING" 569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8:30 A.M., calling at Yunki, Mahning, Kunchuk, Kau-Kong, Samshu, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak Hing Single \$12.50. Return \$21.00.

Canton to Samshu Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black.

Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshu, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Birss. S.S. "HONGKONG" Capt. Maxfield. Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kong Moon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon Single \$6.00.

Hongkong to Kunchuk Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Men's charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, ETC.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 23rd January.

" " "EMPEROR OF INDIA" 6,000 WEDNESDAY, 8th February.

" " "EMPEROR OF JAPAN" 6,000 WEDNESDAY, 8th March.

" " "ATHENIAN" 2,440 WEDNESDAY, 15th March.

" " "EMPEROR OF CHINA" 6,000 WEDNESDAY, 29th March.

" " "EMPEROR OF INDIA" 6,000 WEDNESDAY, 16th April.

Hongkong to London, 1st Class, via St. Lawrence &c. via New York &c.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail 440.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Tables, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AMBRIA HAVRE and HAMBURG. 22nd January. Freight.

Porzelius (Calling at S'PORE, PENANG & COLOMBO). 22nd January. Freight.

SITHONIA HAVRE and HAMBURG. 27th January. Freight.

Hildebrandt (Calling at S'PORE, PENANG & COLOMBO). 27th January. Freight.

ARCADIA HAVRE and HAMBURG. 7th Feb. Freight.

Förck (Calling at S'PORE, PENANG & COLOMBO). 7th Feb. Freight.

ANDALUSIA HAVRE and HAMBURG. 21st Feb. Freight.

Filler (Calling at S'PORE, PENANG & COLOMBO). 21st Feb. Freight.

SAMBIA HAVRE and HAMBURG. 7th March. Freight.

Lüning (Calling at S'PORE, PENANG & COLOMBO). 7th March. Freight.

RHENANIA HAVRE and HAMBURG. 21st March. Freight and Passengers.

Behrens (Calling at S'PORE, PENANG & COLOMBO). 21st March. Passengers.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Building.

Hongkong, 14th January, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart.) or 6 doz. pints.

Special prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57 58]

Notices of Firms.

NOTICE.

THE IMPERIAL BANK OF CHINA.

I Have this day Resumed Charge of the

HONGKONG BRANCH.

E. W. RUTTER,

Manager.

Hongkong, 5th January, 1905. [143]

NOTICE.

THE Interest and Responsibility of the late

JAMES PARK WINGATE (deceased)

in our Firm ceased on 31st December, 1904.

TAIT & CO.

Amoy, 1st January, 1905. [148]

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION

AGENTS,

16, DES VŒUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

etc., etc., etc.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUER SCOTCH

WHISKY, &c.

EVERY KIND OF

HIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1904. [144]

A BROKEN-DOWN SYSTEM.

This is a condition (ordained to do damage)

give many names, but the few of them really

most widely known—break-down,

as there of the vital force that exists in the system.

No matter what may be its cause (for they are

most numerous), it is simple and easy to

make a diagnosis, and to determine the

cause of the disease, the symptoms, sense of

exhaustion, weariness, depression of spirits and

want of energy for all the ordinary affairs of life.

Now, what alone is absolutely essential in all such

cases is increased vitality—vigor.

THE EXPIRING LAMP OF LIFE.

LIGHTED UP AFRESH,

and a new existence imparted in place of what

had so lately seemed worn-out, "used up," and

valueless. This wonderful process of putting

new life into old, is agreeable to the taste

of all for all conditions and conditions, in

either sex; and it is difficult to imagine a case of

disease or derangement whose main features are

not ameliorated by this process.

Intimation.

WM. POWELL,
LIMITED,
ALEXANDRA BUILDINGS,
Des Vaux Road.

The leading Drapers of
the Far East.

DRESSMAKING
AND
MILLINERY
IN ALL THE
LATEST
FASHIONS.

All the newest
Dress Fabrics, Flannels,
Crepes, etc., on show.

Everything
for Children's wear.

FURNISHING
DEPARTMENT:

Houses furnished completely.

Upholstering done by experienced
workmen under European super-
vision on the shortest notice.

Estimates—free of charge.

GENTLEMEN'S
OUTFITTING
ESTABLISH-
MENT:

28, QUEEN'S ROAD,
OPPOSITE THE CLOCK TOWER.

Dress Shirts, Zephyr Shirts, Flan-
nel Shirts.

Fine Cashmere Half-hose—embroidered or plain.

Stock Ties, Sweaters, Mufflers.

Hose for Golf or Shooting.

Light, medium and heavy weight
Overcoats.

Check Flannel, Knitted Woollen
and Cashmere Waistcoats.

Bowler Hats, Soft Felt Hats.

Golf Caps, Motor Caps.

Panama Hats.

Black and Brown Glace Kid Boots
and Shoes.

White Buckskin Boots
with thick red Rubber
Soles, suitable for
Cricket, Golf, Tennis,
Yachting, etc.

New Goods arrive each
week for all Departments.

Wm. POWELL, Ld.
HONGKONG.

Hongkong, 6th January, 1905.

Intimations.

A. S. WATSON & CO., LIMITED.
Established 1841.
AERATED WATER MANUFACTURERS.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to

A. S. WATSON & CO., LIMITED.
Aerated Water Manufactory,
Des Vaux Road Central.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

Per Doz.

Soda Water	... \$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1391]

THE VICTORIA DISPENSARY.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to

THE VICTORIA DISPENSARY.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

Per Doz.

Soda Water	... \$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1392]

WATKINS, LIMITED.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to

WATKINS, LIMITED.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

Per Doz.

Soda Water	... \$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemonade	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1393]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING
of SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 11.45 o'clock A.M., for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

The REGISTER of SHARES of the
Company will be CLOSED from SATURDAY,
the 21st January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Court of Directors,

A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.

General Agents for the West Point Build-
ing Co., Ltd.

Hongkong, 10th January, 1905. [120]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING
of SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 2.30 P.M., for the purpose of receiving
the Report of the Directors together with
Statement of Accounts for the year ending
31st December, 1904.

The REGISTER of SHARES of the
Company will be CLOSED from SATURDAY,
the 21st January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

Hongkong, 10th January, 1905. [121]

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that the SIX-
TEENTH ORDINARY MEETING
of SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 2.30 P.M., for the purpose of receiving
the Report of the Directors together with State-
ment of Accounts for the year ending 31st
December, 1904.

The REGISTER of SHARES of the
Company will be CLOSED from TUESDAY,
the 24th January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.

General Agents for the Kowloon Land
and Building Co., Ltd.

Hongkong, 13th January, 1905. [138]

THE EMPIRE AND THE
SCHOOLS.

A meeting took place on the 7th ult. at the Whitehall Rooms, London, when a large company assembled, at the invitation of the Secretary of State for the Colonies to hear Mr. H. J. Mackinder, director of the London School of Economics and Political Science, give "An account of a scheme of visual instruction as to the mother country for use in the schools of the British Colonies." The arrangements for the lecture were made and the room lent by the Royal Colonial Institute. Mr. Lyttelton, M.P., presided, and among those present were Lord Ranfurly, the Hon. Mrs. Lyttelton, Lady Rendall, Sir Cecil Clementi-Smith, Sir Ralph Moor, Sir W. H. Treacher, Admiral Sir N. Bowden-Smith, Sir Philip Hutchins, Sir Henry Butler, Sir William Robinson, Hon. A. Dobson (Agent-General for Tasmania), Sir E. Noel Walker, Sir Frederick Young, Sir James S. Hay, Sir Harry Johnston, the secretary to the West India Committee, Dr. G. R. Pakin, C.M.G., and Mrs. Pakin, Lady Monkswell, Lord Reay, Lady Edward Cecil, Major Sir Bartle Frere, Sir W. J. Colling, M.D., Mr. C. W. Boyd, Professor Adams, Professor Wyndham Dunstan, Major Alexander, Mr. C. P. Lucas, C. B., Major J. E. Clauson, Mr. J. S. O'Halloran, C.M.G. (secretary to the Colonial Institute), Mr. R. L. Antrobus, Sir William Anson, Mr. R. L. Moran, C.B., Sir John Cockburn, General E. F. Chapman, Mr. Sydney Webb, Colonel H. Bowles, C.B., C.M.G., Mr. H. Spencer Wilksom, Mr. Bernard Holland, C.B., Mr. H. Bertram Cox, C.B., and Mr. M. E. Sadler.

Mr. Mackinder said that, whatever their difference on other points, every one would agree that this Empire was to be held together by two bonds—the bond of interest and the bond of sentiment. He took it also that it would be generally agreed that for any imaginative manifestation of interest, or any fruitful sentiment, knowledge was essential.

He took it also that knowledge must not be only popular, or of the arid statistical kind, but that it must be living, and so far as possible, it must partake of the nature of a personal experience. We loved our old school because there was imprinted on our memories for life a bundle of images, and if we were to make our Empire live for the great mass of the people with it there must be something of that character. Since space forbade that it should be actually personal experience, the idea was that they should make it as nearly as possible of the same living, vivid, lasting, and stimulating character. It was with those ideas that that scheme was originally suggested by his old friend Mr. Sadler during his tenure of office of director of inquiries to the Board of Education. The idea was taken up by the Colonial Office, when Mr. Chamberlain was Secretary for the Colonies, and was afterwards considered by a small committee, of which Lord Meath, Sir Clementi-Smith, Mr. Lucas, of the Colonial Office, Mr. Sadler, Dr. T. Roberts, Mr. Struthers, and himself were members. The first draft of the syllabus of slides, which was still in draft form in their hands that afternoon, was drawn up by that committee, and then, with the view to making a small experiment, it was submitted to the three Crown colonies of Hongkong, the Straits Settlements, and Ceylon. They had taken the lead in the matter, and they were now in the position of asking the other colonies to join in it. They endeavoured to make this nation intelligible as regarded its ideals, and to show to those of our fellow-subjects who were abroad that we wished to be good and to do good; and, on the other hand, we must show them that we were strong. The lecturer then ran rapidly through slides selected from each of the seven lectures included in the syllabus, which are as follows:—Lecture I.—The journey from the East to London. Lecture II.—London, the Imperial City. Lecture III.—Scenery of the United Kingdom. Lecture IV.—Historic centres and their influence on national life. Lecture VI.—Great towns, the Industries, and Commerce. Lecture VII.—Defences of the Empire. This course of lectures is designed for use primarily in the Eastern Colonies. It is intended that the lectures should be of a simple character, such as may be given to classes at the top of elementary schools, or with some modifications, to adult hearers. Each lecture may well supply several hours' lessons, being intended to be the text for teaching and a guide as to the method of teaching, and not simply to be repeated word for word in a single hour. All the slides are good and have been selected with a view to instruct as well as to interest. Some of them, as for instance two of a sunset over the Thames at London, photographed in colours, are extremely beautiful.

The lecturer at the conclusion of his lecture said that they might in the long run quite possibly build up an empire of which all the parts should be free and all willing to join in the maintenance of the Fleet, which was of the very essence of this Empire. It seemed to him indeed, that they might evolve something in the nature of a *bushido*, that they might possibly convey the idea of defence, order, and freedom to all the various races, who should each retain their nationality and each be proud of their nationality. (Cheers.)

At the conclusion of the lecture, which was listened to with great attention, Sir Cecil Clementi-Smith, in the absence of the chairman of the committee, Lord Meath, who was unable through influenza to be present, proposed a vote of thanks to Mr. Lyttelton for having presided there that afternoon. He explained that the lectures would have to be translated into the different languages spoken by the children who attend the schools in the Eastern parts of the Empire. There were a great variety of races, and he was extremely glad that it had devolved upon the three colonies of Hongkong, the Straits Settlements, and Ceylon to play the important part they had played in that scheme by providing the fund for the preparation of the lectures and slides. He had spent the whole of his career in those three colonies, and he need hardly say it was a special gratification to himself that they had taken the part they had done. (Cheers.)

Mr. Lyttelton, M.P., in responding said that the idea was conceived by Mr. Sadler, taken up by Mr. Chamberlain, and had been worked upon with great energy for the last two years. It had now been handed on almost entirely to Mr. Mackinder, and they had been able that afternoon to judge with what signal ability he had handled it. (Cheers.) He understood that in the course of those lectures which Mr. Mackinder had condensed so ably a good deal of time would be given to the human, the patriotic element, as illustrations of the physical scenes which they had seen that afternoon on the slides. Might he thank sincerely the three colonies with which Sir Cecil Smith had been so long and honourably connected for having been pioneers in providing the necessary funds for that most interesting experiment? The theory of the committee at the Colonial Office, to whom they all owed a deep debt of gratitude, was to begin what would be an expansive movement on a small scale. They hoped that when the success of those lectures

had been demonstrated, educational bodies generally would help on the movement. He was delighted to see there those distinguished representatives of the Education Office, Sir William Anson and Mr. Moran. They hoped that their influence, if success attended their efforts, would be used to help to extend and promote the movement which had been begun. They also owed their best thanks to the Colonial Institute and Mr. O'Halloran, its excellent secretary, for the way in which they had promoted their efforts. Let us hope that those lectures would do a great deal to promote that which we really needed in the Empire—mutual knowledge. He remembered very well Field-Marshal Sir George White telling him that when he was in India he was talking with a Japanese gentleman on the astonishing patriotism of Japan. He asked his Japanese friend how he accounted for it. The reply was, "It is quite simple; we teach it in the elementary schools." (Laughter and cheers.) He anticipated that if those lectures were delivered as they should be the teaching of patriotism would be proceeding in the elementary schools in this and distant parts of the Empire.

Intimations.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT
MERCHANTS.ESTABLISHED
1841.

ALEXANDRA BUILDINGS.

EXTRACT:

"I HAVE TAKEN PLEASURE
IN PRESENTING YOUR BRAND
(WATSON'S CELEBRATED E.
BLEND) AS THE FINEST
SCOTCH WHISKY I COULD
PROCURE."

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

(32)

MESSRS. GEO. G. SANDEMAN,
SONS & CO.'S, LTD.

PORTS & SHERRIES.

In order to keep up
with the existing com-
petition through which
the prices of these wines
in Hongkong have been
lately reduced by as
much as \$6. and \$10.
per case, we shall in
future grant a discount
of

10 PER CENT

on all

Messrs. GEO. G. SANDEMAN,
SONS & CO.'S, Limited,

PORTS & SHERRIES

listed by us.

GREGOR & CO.,
WINE MERCHANTS,

34, Queen's Road,

Hongkong, 14th January, 1905.

(33)

NOTICE
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to the Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copy sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.Single Copy, Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 4th instant, at No. 5 Wilkie Road,
Singapore, the wife of S. H. JOSEPH, of a son.

HONGKONG, SATURDAY, JANUARY 14, 1905.

HOME POLITICS.

Many statements have been made by
prominent politicians at home regarding the
policy to be adopted by the Government
immediately prior to the dissolution which,
it is thought, will be brought about
shortly after Parliament reassembles next
month. One of the most remarkable of
these unofficial assertions, and one that
seems to have almost escaped general notice,
was made the other day by Mr. W. S. Rob-
son, the Member for South Shields, who is
reported to have declared that Mr. Balfour
would unite with Mr. Chamberlain in pro-
posing a 5 per cent. duty on foreign goods.

This would, of course, mean that the new
Budget is to contain the first instalment of
the policy of tariff reform, and the Govern-
ment would go to the country with the view
of obtaining its judgment on it. A general
election in March would, therefore, be a
certainty, if the Prince Minister and Mr.
Chamberlain have agreed to this new depar-
ture in financial policy. The Chancellor of the
Exchequer recognizes that he will be face to
face with a serious financial situation next
April. He sees that something will have to
be done, and, according to this report, he
has, at the instance of Mr. Chamberlain,
suggested to the Prime Minister that a 5 per
cent. duty on manufactured imports would
be a satisfactory way of meeting the difficulty.

If Mr. Balfour has accepted this policy he
has completely succumbed to Mr. Chamber-
lain. He could not, however, ask the pre-
sent House of Commons to deal with financial
proposals of this character, and if, there-
fore, the Chancellor of the Exchequer pre-
sents a Budget of which this is the main
feature it would mean an immediate dis-
solution. So far as the Radicals are concerned
they have been clamouring for an appeal
to the country for months past. The vital
issues on which they are desirous of fighting
the Government are untaxed food and freed
trade, and their endeavour will be to obtain
such a decisive win as to get rid of protec-
tion and to secure that the reaction of the
past few years shall be seen no more. In
their view they think nothing ought to, or
could, interfere with the position which the
education question, the temperance question,
the land question, and all branches of social
reforms already hold in their minds. It is
their intention to win on all these issues,
but the adoption by the Tory party of "pro-
tection" as their rallying-cry makes it nec-
essary, they say, for the Liberals to place
"untaxed food" and "freedom of trade" in
the very forefront of the fight. The party
is said to be in a good condition, and while
its leaders see no reason at all to be dis-
satisfied with it, they deprecate the too
sanguine expectations with regard to the
election. The by-elections have been
viewed with considerable caution, and it
has not been forgotten that the permanent
garrison of the Tory party in each con-
stituency—with some exceptions—was
stronger than any garrison which the
Liberals had got in those constituencies.

DURING November 505 deaths were recorded
in the Colony, 21 being amongst the European
and foreign civil community, one in the army,
and the remainder Chinese. Of the total, 125
deaths were due to chest affections, and 63 to
fevers. The death rate per 1,000, per annum
works out at 25.2 among the British and
foreign community, and 18.5 when the Chinese
are included.

H. M.'S CONSUL-GENERAL, at Shanghai has
issued the following copy of a telegram received
on Monday from H. M.'s Minister at Tokio:
— "Official Gazette yesterday contains a noti-
fication by the Minister of Marine warning all
of the danger of navigation between
N. E. Point, Shantung Promontory, and the
Bay of Liaotung, and adds that the Japanese
Navy is engaged in removing obstructions to
navigation."

PROGRAMME of music to be performed by the
band of the 10th Mahratta Light Infantry, on
the New Parade Ground, on Monday next, the
from 4 to 5.30 p.m. —

March "The Iron Face"
Selection "The Earl and the Girl"
Song—Sacred— "Ora Pro Nobis"
"Revere"
Selection "Veronica"
American Sketch "Way down in Tennessee"
Knowles, God save the King.

WILL Freemasonry prove the stepping stone
to universal peace? Banned by Truth and
blessed by a bishop, Lord Lathom recently
said that when at a lodge meeting in Pieter-
maritzburg he was informed that in the South
African war the Masonic halls were always left
intact, and that a true sentiment clung to the
story of a wounded soldier who entrusted his
last message to his wife to one of his enemies
because he was a brother ritualist. "Are
you a Mason?" is evidently a question of deeper
meaning than some frivolous people would
have us believe.

THE discoverer of the supposed diamond area
in Borneo is a well-known man in Derby; a
civil engineer with expert knowledge of mining
and prospecting all over the world. For
sixteen years he has nursed his secret, but
circumstances ruled that he should not return
to Borneo, so he has given his secret to the
British North Borneo Company. He made no
terms or conditions with the company, but he
is not likely to lose by this, in the event of the
discovery proving valuable. At least, we may
hope he will be duly recompensed.—*L. & C. Express*.

IN the case of the three men and two women
charged with assaulting a Chinaman, at Shau-
kiwan, by tying him to a tree and thrashing
him, Mr. Gomperts this morning said that it
was clear the prosecutor had received a severe
beating, and the accused were present at the
time. No doubt the prosecutor deserved all
he got for interfering with the women, but he
cautioned the defendants and severely reprimanded
them, pointing out that had the man
died under their hands they would have stood
in a very serious position indeed. However,
taking into consideration the provocation, he
would find the first and second defendants \$10
each, and bind all of them over in their personal
bond of \$200 each to be of good behaviour for
six months. Inspector Robertson was in
charge of the case.

IT is officially estimated that the French vintage
for 1904 will amount to 66,259,877 hectolitres,
or equal to 1,457,726,000 gallons.

AN examination of candidates for certificates of
competency as pilots will be held at the Har-
bour Office at 10 a.m. on Monday next.

READERS are reminded of the grand orches-
tral concert to be given by the band of S.M.S.
Furst Bismarck at the Theatre Royal this

evening.

(33)

INVITATIONS to the forthcoming Volunteer
Ball, to be held at the City Hall on Thursday,
26th inst., are now being issued.

THE Bible which belonged to Robert Burns,
the national poet of Scotland, has been sold for
£1,560. The Bible contains birth entries of
his family.

It is announced that Vice-Admiral Shibusawa,
the Commandant, has arrived at Port Arthur
with Captain Tamai, his Chief of Staff, and
Rear-Admiral Uyemura as Harbour-master.

DR. Doyen, of Paris, claims to have discovered
the cancer bacillus, and a serum by means of
which a cure can be effected. Five experts,
of the Pasteur Institute, confirm the discovery.

HERR F. O. Licht, of Magdeburg, in his
monthly circular on the beet sugar trade, states
that the production in November decreased
339,000 tons. He estimates that the campaign
will show a decrease of 1,180,000 tons.

ITALIAN experts declare that the famous Cath-
edral of St. Mark, Venice, is in imminent danger
unless the foundations are restored. The
cathedral was erected between A.D. 977 and
1043. The campanile (bell tower) fell in 1902.

LAST Christmas Eve was the coldest day in
December, the mean temperature registered at
the Hongkong Observatory being 46°. It
was the wettest day too, but only 0.075 ins.
fell. The warmest day was on the 11th when
the thermometer never fell below 65° 2'.

THE British Post-office is testing an invention
by Herr Anton Pollak and Herr Jozsef Virág,
Hungarian electricians, who claim to be able
to transmit telegrams at the rate of 40,000
words an hour between Berlin and Königs-
berg (566 miles) reproducing the messages in
a written form.

THE latest War Office Gazette has this:—The
Sherwood Foresters (Nottinghamshire and
Derbyshire Regt.)—Major H. J. Bowman
retires on retired pay; Capt. and Brevet Lieut.
Col. W. P. Marshall to be major, vice H. J.
Bowman; Capt. L. B. Chamberlain is placed
on temporary half-pay on account of ill-health.

LODGE IVYBACH and the Peabody Trustees have
given £5,000 each, Lord Rothchild £3,000,
and the Duke of Westminster £2,000, to the
Mansion House Fund for the London unem-
ployed. Over 14,000 names of unemployed
have been registered. Many of the men de-
mand trades union wages, refusing to accept
45 a day.

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Furst Bismarck at the Theatre Royal this

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(33)

PORTUGUESE TROOPS FOR
MACAO.

We are courteously informed by Conselheiro
A. G. Romano, Consul-General for Portugal,
that the chartered transport *Lindela* is expected
to arrive at Macao on the 18th inst. The
Lindela is a B. I. S. N. Co.'s boat, and was
chartered by the Portuguese Government, and
is conveying the Portuguese troops who sailed
from Portugal on the transport *Sao Thomé*,
which will be remembered, was wrecked
in the Red Sea at the beginning of December.

The local agents of the *Lindela* have instruc-
tions to clear the boat from the Portuguese
port as early as possible after her arrival. It is
desired that after the troops have been disem-
barked the transport will return on the 20th
inst.

These troops are to relieve the garrison at
present on duty in the neighbouring Colony.

We understand that the cargo on the *Sao
Thomé* and the vessel, herself, have been totally
lost, but no definite information on this point
has so far been received by the Portuguese
Consul-General in this Colony.

PRESENTATION TO INSPECTOR
FORD.

At 10.30 a.m. to-day all the members of the
Police Force who could be spared from duty
assembled in the reading-room at the Central
Police Station for the purpose of making a
presentation to Inspector W. J. Ford, who left
in the afternoon, on the s.s. *Malta* for home,
after twenty-two years' service with the force in
the Colony.

Chief Inspector Baker, who made the pre-
sentation, referred to the arrival of himself and
Inspector Ford, in 1881, since when they
had been close comrades throughout. In those
days the Colony was nothing like it was now,
either in size, safety, or health, and the duties of
the police then were very arduous, crime was
rampant, armed robberies the order of the day,
and it was a common occurrence for the police
to have to turn out, armed to the teeth, to chase
marauding bands of robbers, especially in Bon-
ham Strand district. There were but few houses
on the hill sides, and in Kowloon there
was but one European resident. The Colony
itself was smaller, and there were no reclama-
tions such as we could boast of to-day, and all
these improvements had gone far to facilitate
the suppression of crime, as furnishing easier
methods to getting about on the new and well-
laid roads. Speaking personally, Mr. Baker
said to have turned out, armed to the teeth, to chase
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TELEGRAMS.

[Reuter's.]

The Supplementary Baltic Squadron.

London, 12th January.

Admiral Bortovosky's squadron has entered the Canal.

Admiral Skrydloff.

Admiral Skrydloff left Vladivostock yesterday for St. Petersburg.

The United States.

President Roosevelt strongly advocated a special session of Congress for the readjustment of the tariff; but the session is not likely to be before the autumn.

LATER.

The New Russian Loan.

The subscription to the new Russian loan has been opened in Berlin and closed immediately; the applications were unusually large.

The British Parliament.

DISSOLUTION PROBABLE.

Parliament will meet on the 14th February. There are persistent reports in Parliamentary circles that there will be a dissolution in March.

RUSSIAN REFUGEES FOR SHANGHAI.

Shanghai has received with considerable dismay the news that a large body of refugees from Port Arthur were likely to invade the Settlement in the course of a day or two, and that already the camp on the French side had been placed at the disposition of those who had charge of these unfortunate participants in the memorable siege. On the 9th inst. however, it was reported that M. Chapsal, agent of the Messageries Maritimes, had made an offer to place at the disposition of the Russian authorities one of the largest of that company's steamers, which would be capable of holding several hundreds of the refugees. Should this offer be accepted and the terms be agreed upon Shanghai would thereby escape from a visitation which cannot be regarded as an unmixed blessing, and not wishing to appear inhospitable towards those who have passed through such a terrible experience, it would appear a boon if they could be at once shipped home in the manner suggested. Temporary accommodation such as the French camp could afford, could not be otherwise than rough, and the persons interested would doubt prefer to return to their own country with the least possible delay.—*Shanghai Daily Press*.

THE N.E. MONSOON.

H.M.S. "ROGUE" ADRIFT.

In a recent issue of the *Times of Ceylon* appears the following:

The harbour yesterday was extremely choppy, and work there had to be done under distinctly trying circumstances. The sea was very bad to-day, but it was not to be compared with that of yesterday. It was

THE ENGLISH MAIL STEAMER

that seems to have suffered most in the way of mooring. She came in, with a slight list to starboard, and was to be moored far out near the entrance to the harbour in the full face of the wind. With the strong wind and the choppy sea, it was impossible to her to turn about. The tug *Goliath* was requisitioned, and for a long while she seemed as helpless as the liner. The liner was ultimately moored, but shortly after she somehow slipped her moorings and drifted. She had to be brought back and was, with extreme difficulty, moored again.

TRANSHIPMENT

work had to be done under great difficulties. The mail boat could attempt none till 3:30 p.m. in the afternoon—losing six hours of valuable time thereby. The *India* brought a large quantity of mails, specie, baggage, etc., for transhipment to the *Cromwell* for the Far East, and these were got on board the latter vessel after much trouble.The *India* is taking 900 tons of coal at this port. She had to delay starting the work till noon to-day, when also she had to be brought to an inner berth.The *India* was originally to leave yesterday, and the hour was changed to 5 p.m. to-day. It is not now expected that she will be ready to leave till after midnight.

MISHAP TO VESSELS.

The B. I. steamer *Ula* and the H. M. S. *Hogue*, which were in harbour yesterday, broke their moorings in the heavy squall and were drifting; but with the assistance of the Pilot, and the harbour tug, they were soon secured and brought to their berths.

Among the casualties in port yesterday were three huge lighters, laden with coal, which were swamped and sunk.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:

On the 14th at 11:35 a.m. The barometer has risen slightly in China and in the Philippines and has fallen considerably in Japan and over the Pacific.

Gradients are increasing upon the eastern coast of China and fresh NE. monsoon may be expected in the Formosa Channel and to the northward of it. On the southern coast the gradients are slighter and light variable winds may be expected in the northern part of the China Sea.

Forecast—Light E. winds, cloudy, some drizzling rain.

NAVAL NOTES.

H.M.S. *Ocean*, (with the Rear-Admiral on board) and H.M.S. *Vengeance* left Mirs Bay early this morning, steering an Easterly course for a three hours' steam trial at different revolutions. The exact technical results are not yet to hand, but it was evident that the *Vengeance* gave the most speed for the least revolutions. During the best part of the trial she was six revolutions less than H.M.S. *Ocean* and maintained the same speed. About 2:30 this afternoon both ships entered the harbour with the T.B.O. *Whiting* in their wake. The *Ocean* made fast to a buoy ahead of the *Tamar*, and the *Vengeance* had to content herself with mooring on the off shore side of H.M.S. *Centurion*.H.M.S. *Vengeance* has received orders from the Admiralty to be prepared to proceed to Malta, and there get ready to pay off and re-commission on the 28th March. This indicates that one of our best battleships will shortly be leaving the Station, as she must get away early in February, at the latest, in order to arrive in the Mediterranean sea by the stipulated time. The *Vengeance*, it will be remembered, only arrived at Hongkong on the 26th of July, 1903, she having done the first year of her commission with the Mediterranean Fleet. She will be missed very much from the Station as one of the smartest and best sporting ships here. It is to be regretted that she will not be able to fulfil her football engagements for the Hongkong Shield, owing to the dates, as shown in our column's in yesterday issue, being too far ahead. We wish her a pleasant voyage home.The departure of H.M.S. *Vengeance* for Malta may be taken as the first move to reducing the strength of the China Fleet, which it was rumoured sometime ago would take place. But beyond sending this ship and perhaps another battleship shortly, the China Squadron will remain at its proper strength, particularly with regard to cruisers of high speed.H.M.S. *Ocean* (flying the Rear-Admiral's Flag), *Vengeance*, *Hogue* and *Irreconcile* have been performing various drills, etc., at Mirs Bay. The weather has been splendid, and on Thursday a large party of men were landed to work on the temporary rifle range, which is being fitted for the convenience of the fleet. It is supposed before long that the Naval musketry practice will be carried out at this place, which will be far more convenient than Stonecutters Island.

It is officially announced that Admiral Sir Edward Hobart Seymour (Commander-in-Chief at Plymouth) will in February next succeed Sir Nowell Salmon, V.C., as an Admiral of the Fleet. Vice-Admiral Sir Lewis Anthony Beaumont (formerly Commander-in-Chief on the Australian Station) will succeed Admiral Seymour, and Rear-Admiral Prince Louis of Battenberg (now Director of Naval Intelligence) will command the Second Cruiser Squadron.

The first-class twin-screw armoured battleship *Britannia*, 16,350 tons, has been successfully launched at Portsmouth. She is regarded by naval experts not only as one of the largest, but, with her sister-ships, the most formidable warship afloat, and one that can be relied upon to give a great account of herself if the British Empire should in the near future become involved in a struggle for supremacy. She is of the *King Edward* class. Five battleships of the same class are under construction. Each ship costs about £1,50,000, including guns.

MANOEUVRES AND WAR ORGANISATION.

A two years' programme of manoeuvres is laid down to "test the scheme of re-organisation."

In 1905, "movements of the fleet in commission and a few mobilised ships will take place all over the world, in view of hypothetical strained relations with an imaginary Powers."

In 1906, "the supposition will be that war has actually broken out some weeks after the period of strained relations, and the reserve squadrons at the home ports will be actually mobilised, and will proceed under their respective rear-admirals to reinforce the fleets to which they have been previously affiliated."

The enemy in 1905 will be represented by big cruisers, which will "start at unknown dates from unknown places."

Commanders-in-Chief will have to act on their own initiative; will concert their plans together, and will not be allowed to refer to the Admiralty.

Normally, the Atlantic Fleet will carry out combined exercises under the Mediterranean Commander-in-Chief twice a year, and once a year under the new Channel Fleet Commander-in-Chief.

RAPID MOBILISATION.

It is not possible to exaggerate the importance of having the whole fleet ready for war in the sense of being ready to deal an immediate blow. In the past the mobilisation was defective, as (1) crews were strange to mobilised ships; (2) reserve ships were not kept in perfect condition owing to want of men; (3) gunnery was bad. Henceforth:

(1) Fighting ships in the Fleet Reserve will have a number of officers and two-fifths war crew, including all the more skilled ratings.

(2) Each ship will periodically go to sea to test machinery and gunnery.

(3) Reserve ships will be grouped homogeneously, according to their war destination.

(4) Each group will be under a flag-officer, who will command in war, and will be held personally responsible for the fighting efficiency of his command.

(5) A margin of men to be maintained at home sufficient to commission an emergency squadron without interfering with the routine of the fleet.

These changes mark an immense advance.

TURF TOPICS.

To the great disappointment of a large gathering of interested spectators who desired to witness the gallop on the last day of sending in entries for the approaching meeting, a thick, impenetrable fog hung persistently over the course this morning and obscured a view of the operations on the track. Those who, for years past, have been regularly at the rails are by no means unaccustomed to early mist, which generally has the knock of clearing off, as the sun peeps over the hills. This morning, however, the hopes of everyone, including a large circle of ladies, were doomed to disappointment even though at times the fog gave promise of rising. It was not until a quarter past eight that it made a final move, but then it was too late and the people made off for breakfast. No times could be taken by myself, but I was fortunate enough to secure a few which owners and friends kindly placed at my disposal. These they were able to get by dint of straining their eyes, and also by the aid of the "jocks," who signal by shouting immediately they get away. Let us hope that no more such disappointing mornings as that which greeted us to-day are in store for those who desire to get a little insight into form and so on. I heard one fellow from the Peak pass an observation as to whether it was worth while waking so early and walking down to stand at the rails and gaze into obscurity. Anyhow the exercise is good if the temper is short.

Race lotteries at the different private clubs may be looked forward to early next week, as soon as the official programme that will be promptly issued by the Clerk of the Course is made public.

Following are the times:

Mr. Walker's sub., 1 mile, 3.33.

Aladdin and Castle Walk, 1 mile, 3.33.

Mr. Cruckshank's and Mr. Gresson's subs. in company, 1 mile, time for the first quarter was missed; for the other two quarters 1.16, 1.47.

Mr. Peter's sub., 2 miles, 1.56.

Mr. Moxon's derby, 1 mile, 41, 1.21, 1.56.

Mr. Houston's stable companions (two) unclipped, 1 mile, 1.05 finishing rolling.

Mr. White's Bobbery and Hacken Schmidt, 1 mile, 1.04. A very good performance, and finishing in form.

Bean Cake, 1 mile, last 2 (?), 1.15, 1.49.

Sutherland & Co.'s sub. half mile, 1.07.

Mr. Mumford's sub., 1/2 mile, joined by H. E. the Governor's sub. for 1 mile, (?), 1.13, (?), 2.26, 3.06, 3.39. H. E.'s pony covered the mile in 2.25.

Mr. Mody's sub., 1 mile, 36, (?), 1.46, 2.18.

Mr. Moxon's sub., 2 miles, 46, 1.24, 1.59.

Mr. Potts' chestnut, 1 mile, joined by his stable companion (cram) at 1/2 mile, 36, 1.14, 1.50, 2.22; the latter's time being 37, 1.13, 1.45.

Note.—Whenever the note of interrogation (?) appears in the above, it must be taken to read that the time for the quarter in each case has been missed.

EARLY BIRD.

TRADE WITH THE EAST.

THE JAPANESE AS BREAD-EATERS.

DEMAND FOR SUITABLE TIMBER.

The Minister for Agriculture has received the following communication, dated November 11, from Mr. Suttor, Commercial Agent for New South Wales in the East:

"In one of my previous reports I drew attention to certain depression in consequence of the war, but the magnificent harvest now being gathered is putting a brighter complexion on matters generally. It is reported that the present is the best harvest in the history of Japan, and proving equal to the forecast made in my report of some little time back.

"Despite the war, the imports and exports are steadily increasing, with a marked improvement in the importations of wool, wheat, com, pressed fodder, leather, lead, and horses.

"With the exception of leather, I look upon the other importations as certain to increase, more especially the wheat, for the duties on flour are now so high, compared with wheat, that there is a good profit for flour locally milled.

The Japanese are now rapidly taking to the consumption of bread. Only recently, when visiting some of the large manufacturing works, I could not help noticing the quantity of bread eaten by the coolies. This taste has only been cultivated during the last half-year or so, but the poorer classes have not as yet mastered the art of baking. Many of the loaves I noticed were only half-baked but, when eaten with plenty of sugar, appear to be enjoyed by the coolies, and thoroughly relished. A much similar taste is also being cultivated in China. I am pleased to state that New South Wales wheat is still very highly spoken of and generally the one asked for.

"In my despatches I have mentioned the matter of cold storage and probable erection at Yokohama and Kobe. Owing to the war and uncertain fiscal policy, the promoters are holding back, but in consequence of the very high prices for fresh beef and mutton now ruling, it is looked upon as fairly certain that endeavours will be made to start cooling works early next year at the places named, also at Nagasaki. At the latter place I recently had a long conversation with the promoter, and feel certain that business will eventuate."

"Like Kobe and Yokohama, Nagasaki is a very busy port, most of the American shipping from Manila via Honolulu calling there for coal, also the transports, this latter service being likely to continue for a long time yet. The Japanese are destined to be a great shipbuilding people. There is already marked activity, and a demand for suitable timbers to take the place of American redwood and pine; also cabin woods, decking, etc."

"When samples are sent for all timbers, it is of the utmost importance that they should be of average size for stock timbers; small hand samples are deemed useless. There is also a demand, an active one, for mine props 6 ft. and 7 ft. long by 3 in., 4 in., and 6 in., at the small end. Please have a few samples of each size sent me to Kobe."

"In the last few days I received from the Minister for Public Works a pamphlet, with illustrations, showing the excellent qualities of turpentine compared with jarrah. This will prove of great assistance to me, more especially on account of having the professional opinion expressed by Mr. Davis, M.I.C.E."

"There are already many large engineering works in contemplation in the East, and where very large quantities of piles will be required, and you can rely on it that I will do my utmost to thoroughly advertise the superior qualities of New South Wales timbers. The enormous asset that New South Wales possesses in timbers cannot be exaggerated. The Orient is destined to be a great market for timbers of all grades, but in the East it takes time to thoroughly introduce anything new, the demand for which when once established, is generally regarded as of a lasting nature."

"During the month of October I paid attention to the forestry of Japan, the paper tree cultivation, and the coal-mining industry, full reports upon which I hope to be able to send at an early date."

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Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM STEAMERS DUE
GLASGOW and LIVERPOOL "IDOMENEUS" 21st January,
GLASGOW and LIVERPOOL "TYDEUS" 24th January,
GLASGOW and LIVERPOOL "PAKLING" 25th January,
GLASGOW and LIVERPOOL "PROMETHEUS" 31st January,
S.S. "IDOMENEUS" left Singapore on the afternoon of the 13th inst., via Saigon, and
is expected to arrive here on the 21st.

HOMEWARDS.

FOR STEAMERS TO SAIL
GENOA, MARSEILLES & L'POOL "HECTOR" 19th January, noon,
AMSTERDAM, LONDON & ANTWERP "HYSON" 22nd January,
AMSTERDAM, LONDON & ANTWERP "PRIAM" 31st January,
AMSTERDAM, LONDON & ANTWERP "GLAUCUS" 14th February,
GENOA, MARSEILLES & L'POOL "AJAX" 20th February,
AMSTERDAM, LONDON & ANTWERP "IDOMENEUS" 28th February.
* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR STEAMER TO SAIL
VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, "TYDEUS" 27th January,
NAGASAKI, KOBE and YOKOHAMA.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th January, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL
SWATOW and SHANGHAI "PAKHOI" 16th January,
SHANGHAI "HUNAN" 17th "
SHANGHAI "FOOCHEW" 17th "
MANILA "TAMING" 17th "
YOKOHAMA and KOBE "TSINAN" 18th "
SHANGHAI "TIENTSIN" 19th "
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE "TAIYUAN" 23rd "
CEBU and ILOILO "SUNGKUANG" 24th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th January, 1905.



Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Jan., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 14th January, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

About

Steamship "RAS ISSA" 30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOME'S & CO.,
General Agents.

Hongkong, 6th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on
"NUMANTIA" 4,370 Bremher January 23rd, 1905.
"ARABIA" 4,483 Bahle February 13th, "
"ARAGONIA" 5,158 Schuldt March 5th, "
"NICOMEDIA" 4,370 Wagner March 31st, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand FIRST-CLASS WRITING AND PRINTING PAPERS, AND STATIONERY of every variety.

Hongkong, 24th November, 1904.

Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSENGER RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every Saturday (excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously-furnished steamer in the line and is lighted throughout with Electricity, hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50 "

Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street.

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00.

Return " \$3.00, " \$5.00.

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD.,

S. A. NORONHA, Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 50 cents, Return, 50 cents; Steerage, 10 cents.

Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"GHAZEE" 25th Jan., 1905.

"SATSUMA" 10th Feb., "

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 14th January, 1905.

Shipping Steamer.

NIPPON YUSEN KAISHA.

(TRANS-PACIFIC SERVICE).

* FOR VICTORIA, B.C., AND SEATTLE, WASH., VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE Company's Steamship

"IVO MARU."

Captain S. J. G. Parsons, will be despatched

above, on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 5th January, 1905.

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Consignees.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Danube*, and from Bordeaux ex s.s. *Caenbrie*, *Ville de Lorient* and *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Shipping.

Empire, Br. s.s., 2,841, P. T. Helms, 13th Jan., Sydney via Queensland Ports and Manila 21st Dec., Gen. Flour and Fungus, &c., G. L. & Co.
Chiyuan, Ch. s.s., 1,177, C. Stewart, 13th Jan.,—Shanghai 10th Jan., Gen.—C. M. S. N. Co.
Kansu, Br. s.s., 1,421, W. Baddell, 13th Jan.,—Hongkay 11th Jan., Gen.—B. & S.
Germany, Ger. s.s., 1,714, J. Bruhn, 13th Jan.,—Bangkok 7th Jan., Rice—J. & Co.
Chunsang, Br. s.s., 1,418, R. Cox, 13th Jan.,—Canton 13th Jan., Gen.—J. M. & Co.
Vengeance, Br. battleship, 12,950, Leslie Stuart, 14th Jan.,—from Mira Bay.
Ocean, H.M.S. battleship, 12,950, T. G. Green, 14th Jan.,—from Mira Bay.
Simla, Br. s.s., 5,684, F. R. Summers, 14th Jan.,—Bombay 26th Dec., and Singapore 9th Jan., Mails and Gen.—P. & O. S. N. Co.
Clearances at the Harbour Office.
Chiyuan, for Canton.
Glenallock, for Amyo.
Kant, for Hongkay.
Tak Hing, for West River.
Frits, for Swatow.
San Cheong, for Canton.
Tjilatjap, for Shanghai.
Stein, for Foochow.
Kwongtung, for Canton.
Glenroy, for Shanghai.
Madeleine Rickmers, for Bangkok.
Yingking, for Canton.
Taiwan, for Ningpo.
Hol. for West River.
Holstein, for Tsingtau.
Canton, for Shanghai.
Denbighshire, for Nagasaki.
Tsin-ku, for Swatow.
Wingchau, for Macao.
Chinawai, for West River.
Charles Hardwick, for Canton.
Werneth Hall, for Sournabaya.
Ping On, for Sha-kiung.

Departures.

Jan. 14.

Malta, for Europe.
Rub, for Manila.
Lydia, for Canton.
Igo, for San Francisco.
Tjilatjap, for Japan.
Balmain, for Coast Ports.
Eg, for Sh. ghai.
Dr. Hunt Jurg K'naer, for Haiphong.
Denbighshire, for Japan.
Canton, for Shanghai.
Szechuan, for Shanghai.
Glenroy, for Shanghai.
Chihli, for Canton.

Passenger arrivals.

Per Empire from Australian Ports—Messrs. R. D. Be'll-Sirright, G. Louvier, Miss Louvier Messrs. F. W. Kite, H. S. Holmes, F. E. Holmes, Dr. and Mrs. Kneeler J. Smith, D. Howarth, Mrs. Evans and 2 children, Mrs. A. Weinberg, Messrs. E. Schulz, Bertie, Barr, Smith, Mr. and Mrs. R. D. Singleton, 10 Hindoo, 94 Chinese, and 15 Japanese.

Passengers departed.

Per Rubi, for Manila—Mr. and Mrs. J. Faris, Master A. Faris, Dr. Lopez, Revs. Torres, Alonso, Mr. C. S. Moody, Mrs. A. E. Robinson, Miss N. Robinson, Messis. J. Martelino, Sacke, Mrs. Snowden, Mrs. H. Hyndham, Miss C. Hyndham, Mr. L. Santos, Mr. and Mrs. E. H. Conner, Miss C. Campbell, Mr. H. J. Ross, Mrs. E. Phillips, Messrs. Jones, B. and W. Williams, C. Ross, T. C. and B. Johnson, C. Stukert, M. Rogers, W. Sounds, 8 Filipinos, Vessels, Al Gong, Chin Yao, Ambo Loc Sin, Go Buco, Ng Chun Sing, Ng Pui Yuk, Sec Hua, Sy Guan Cu, Sy Yocco, Chua Sing Co, Sy Deco, Ca Pui, Tan Chico, Go Guangco, Uy Ti Co, Go Sioco, Tan Guanco, Uy Qui, Ong Quacio, Uy Eng, Chan Tobi, Master Tan Luns, Messrs. Yu Paven, Ng Chuan, Mrs. D. Abarantoy, Master Kim Lam, Messrs. V. Y. Cingco, Tan Linco, Tin Co Siong, Chew Seck, Leong Lam, Tan Lat, Co Song, Lai Guy, Wong, N. Talge, Lukul, Tara Singh, Sant Jaga, Leman, Pablo Babeja, Mahkos Pelotosi, Rapai Kigan, Donato Seke, Theodor Kolabi, and J. W. Jaris.

Shipping Report.

Str. Chiyuan from Shanghai:—Light to moderate N. and N.E. wind, with smooth sea, fine clear weather.

Str. Empire from Sydney:—General fine weather throughout to Manila, thence to arrival moderate N.E. monsoon, with slight sea, fine weather, till off the port where thick fog was met with.

Vessels in Port.

STEAMER.

Aigcourt, Br. s.s., 2,876, Worsnop, 3rd Oct.,—Hainan 1st Oct., Ballast.—Order.

Anapa, Br. s.s., 2,257, J. M. Williamson, 5th Jan.,—Philadelphia 5th Nov., Paraffin.—S. O. Co.

Aughin, Ger. s.s., 1,101, F. J. Schaefer, 9th Jan.,—Bangkok 2nd Jan., Rice and Gen. & S.

Arcadia, Ger. s.s., 3,413, Th. Forck, 2nd Jan.,—Hamburg 15th Nov., Gen.—H. A. L.

Ascot, Br. s.s., 2,785, C. E. Cox, 28th Dec.,—Mororan 17th Dec., Coal—D. & Co., Ld.

Borneo, Ger. s.s., 1,344, E. Muhle, 7th Jan.,—Sarawak 1st Jan., Timber and Gen. & Co.

C. Ferdinand, Ger. s.s., 3,799, C. von Hoff, 13th Jan.,—Moj 8th Jan., Gen.—H. A. L.

Dragon, Br. s.s., 2,244, R. Owen, 10th Jan.,—Moj 4th Jan., Coal—M. B. K.

Fribjor, Nor. s.s., 809, H. A. Haraldsen, 11th Jan.,—Tamsui via Amoy and Swatow 10th Jan., Gen.—O. S. K.

Holstein, Ger. s.s., 985, C. Hansen, 8th Jan.,—Haiphong and Holhaw 7th Jan., Rice & Co.

Hopsang, Br. s.s., 1,359, Jas. M. Hay, 12th Jan.,—Samarang 30th Dec., Sugar—J. M. & Co.

Hue, Fr. s.s., 705, Godineau, 27th Nov.,—Haiphong and Holhaw 26th Nov., Gen.—A. R. M.

Indravelli, Br. s.s., 3,115, S. Culington, 28th Nov.,—Shanghai 24th Nov., Ballast.—J. M. & Co.

Kalibla, Br. s.s., 3,140, F. Walker, 10th Jan.,—Kuchintzou 1st Jan., Coal—B. & Co.

Kamor of Christiana, Nor. s.s., 979, S. F. Mauus, 12th Jan.,—Chinkiang 7th Jan., Ground-nuts and Oil—A. Burne.

Katharine Park, Br. s.s., 3,075, W. H. Capp, 13th Jan.,—Sasebo (Japan) 8th Jan., Light—G. L. & Co.

Kensington, Br. s.s., 2,247, Dower, 3rd Jan.,—Callao via Panama and Yokohama 3rd Oct., Ballast.—J. M. & Co.

Longships, Br. s.s., 2,843, Clucas, 13th Jan.,—Yokohama 25th Dec., and Moj 7th Jan., Coal—B. & Co.

Maria Jebsen, Ger. s.s., 7,247, H. Lorenzen, 12th Jan.,—Moj 5th Jan., Coal—Jeffries & Co.

Nam Sang, Br. s.s., 2,591, Geo. Payne, 10th Jan.,—Calcutta 24th Dec., via Penang and Singapore 3rd Jan., Gen.—J. M. & Co.

Ningchow, Br. s.s., 950, Furkes, 12th Jan.,—Gutai 9th Jan., Gen.—Order.

Powderham, Br. s.s., 1,497, A. B. Toms, 9th Jan.,—Barry Dock 12th Nov., Coal—Order.	Canton—Per Faishan, 18th Jan., 5 P.M.
Proteus, Nor. s.s., 1,021, C. Moller, 3rd Jan.,—Manila 28th Dec., Ballast—E. A. T. Co.	Batavia, Samarang, Sourabaya and Macassar
Seaward, U.S. transport, 350, Croskey, 28th Dec.—Manila 24th Dec.	Per Tjipanas, 19th Jan., 11 A.M.
Sikh, Br. s.s., 3,216, J. Rowley, 12th Jan.,—Durham 19th Dec., Ballast—Order.	Moj, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Tremont, 19th Jan., 11 A.M.
Stanley Dollar, Br. s.s., 1,870, Bruce, 3rd Jan.,—Moj 28th Dec., Coal—S. T. & Co.	Macao—Per Heungshan, 19th Jan., 11 P.M.
Swansea, Br. s.s., 2,980, Wm. Sheldrake, 10th Jan.,—Singapore 3rd Jan., Gen.—G. L. & Co.	Macao—Per Heungshan, 20th Jan., 11 P.M.
Taming, Br. s.s., 1,353, Pennefather, 12th Jan.,—Manila 10th Jan., Gen.—B. & S.	Manila—Per Zafiro, 21st Jan., 9 A.M.
Tarant, Br. s.s., 2,768, F. W. Evans, 12th Jan.,—Vancouver 13th Dec., and Shanghai 9th Jan., Gen.—C. P. R. Co.	Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Talyuan, 23rd Jan., 11 P.M.
Tartar, Br. s.s., 2,599, E. Halliday, 5th Jan.,—Palembang 26th Dec., Petroleum—K. & Co.	Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 24th Jan., 11 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empire, 8th Feb., 10 A.M.	Per Sungkian, 24th Jan., 11 A.M.
Toronto, Am. sch., 72, Probst, 13th Dec.,—Vap, (Caroline Island) 4th Dec., Beche-de-Mer.—Mr. G. P. Lamert.	Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tarlar, 25th Jan., 11 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Iyo Maru, 27th Jan., 3 P.M.	Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Seattle, U.S.A.—Per Iyo Maru, 27th Jan., 3 P.M.
Toronto, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Wingchau, 28th Jan., 11 A.M.	Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per Iyo Maru, 27th Jan., 3 P.M.
Toronto, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Wingchau, 28th Jan., 11 A.M.	Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per Iyo Maru, 27th Jan., 3 P.M.
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Mails.

MESSAGERIES
MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN."

Captain H. Verron, will be despatched for MARSEILLES on TUESDAY, the 24th January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS... 7th February.
S.S. POLYNESIEN 21st February.

L. BRIDOU,
Acting Agent.

Hongkong, 10th January, 1905. [7]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, E.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont.....	9,606	T. W. Garlick.	Ab. Jan. 19
Lyra.....	4,417	G. V. Williams	" Feb. 9
Pleadies.....	3,753	F. G. Pittington	" Mar. 4

† Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL, & CO., LIMITED,
General Agents.

Queen's Building.
Hongkong, 9th January, 1905. [8]

Intimations.

NOTICE OF REMOVAL.

A FOOK & CO.,
SHIP AND HOUSE COMPRADORES,
have this day
REMOVED
TO

NO. 12, POTTINGER STREET,
(opposite their old establishment).
Hongkong, 24th November, 1904. [62]

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at

No. 45, DES VŒUX ROAD CENTRAL.
The only shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ltd., joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made, as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annexes to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & CO., LTD.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [60]

For Sale.

FOR SALE OR TO LET,
AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

A N ELEVEN-ROOMED HOUSE with
Dressing, Drying and Bath-rooms; partly
furnished; distant thirteen minutes by chair
from the Tram; fitted with superior baths and
with hot and cold water; large Kitchen;
Laundry and Servants' Quarters. Can be used
as one dwelling or divided into two.

For Particulars and Terms, apply to—
SHEWAN, TOMES & CO.
Hongkong, 30th December, 1904. [1398]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,

OHIMNEYS,

GLOBES,

SHADES, &c.,

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

NO. 3, CHANCERY LANE.

5-ROOM HOUSE, immediate possession.
Rent \$80 and Taxes.

Apply to—

SUNG YUK LEUNG,

Chinese Club.

Hongkong, 13th January, 1905. [130]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 21st November, 1904. [71]

TO LET.

N.O. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [70]

TO LET.

N.O. 1, RYPON TERRACE.

A HOUSE in WONG NEE-CHONG ROAD,
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 2nd December, 1904. [69]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and
airy flats of 2 or 3 rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleansed and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

TO LET.

GODOWNS Nos. 100 and 101, Praya East
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."

Hongkong, 28th December, 1904. [1394]

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsui
Tsa Tsui, Kowloon. Each with five spacious,
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATOON V. APCAR & CO.

45, Wyndham Street.

Hongkong, 6th January, 1905. [60]

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING, ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
SHANKS.	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$25,000 \$172,533 \$191,973	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904.....	5 1/2 %	\$705 London 5 1/2
National Bank of China, Limited.	99,925	\$7	\$7	\$1,400,000 \$1,739	\$2,166,88	\$2 (London 3/6) for 1903.....	5 1/2 %	\$38 sales
CANTON INSURANCES.	10,000	\$250	\$50	\$1,400,000 \$1,739 \$950,000 \$11,992 \$36,366 \$37,445	\$1,504,94	\$17 for 1903.....	6 1/2 %	\$250 sellers
China Traders' Insurance Company, Limited.	24,000	\$83.33	\$25	\$1,400,000 \$1,739	Nil.	\$4 for year ended 30.4.1904.....	7 1/2 %	\$58 buyers
North China Insurance Company, Limited.	10,000	\$15	\$5	\$1,400,000 \$1,739 \$1,850,000 \$20,000 \$172,749 \$393,110	Tls. 217,119	Final of 10/- making \$1 for 1903.....	8 %	Tls. 96 sellers
Union Insurance Society of Canton, Limited.	10,000	\$250	\$100	\$1,400,000 \$1,739 \$125,673	\$2,078,997	\$35 for 1903.....	5 %	\$690 buyers
Yangtze Insurance Association, Limited.	8,000	\$100	\$60	\$1,400,000 \$1,739	\$486,284	\$12 for 1902.....	8 %	\$150 buyers
China Fire Insurance Company, Limited.	20,000	\$100	\$20	\$1,400,000 \$1,739 \$125,673 \$15,561	\$329,047	\$6 dividend & \$1 bonus for 1902.....	7 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited.	8,000	\$250	\$50	\$1,400,000 \$1,739 \$157,555	\$371,110	\$22 1/2 for 1902.....	6 1/2 %	\$340 buyers
SHIPPING, TUG AND CARGO BOATS.	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900.....	...	\$23
China and Manila Steamship Company, Limited.	20,000	\$50	\$50	\$1,400,000 \$1,739 \$250,000 \$600,000	Nil.	\$3 for year ended 30.6.1903.....	6 %	\$33 1/2 buyers